





Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
"POWAN," 2,338 " " G. F. Morrison, R.M.R.  
"FATSHAN," 2,360 " " R. D. Thomas.  
"HANKOW," 3,073 " " C. V. Lloyd.  
"KINSHAN," 1,995 " " J. J. Lossius.  
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

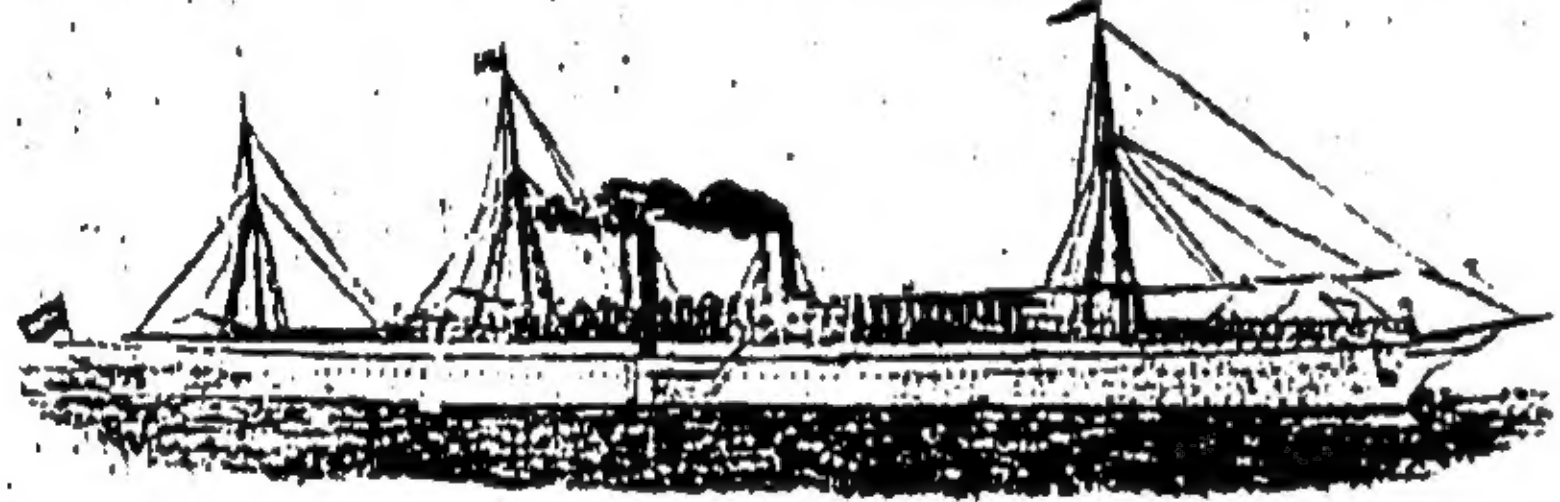
S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.  
"NANNING," 569 " " C. Butchart.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.  
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
Canton to Tak Hing, Single \$12.50, Return \$21.00.  
Canton to Samshui, Single \$7.50.  
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
Further particulars may be obtained at the Office of—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
Steamers. Tons. Commanders. Sailing Dates.  
R.M.S. "EMPERESS OF JAPAN," 6,000 H. Pybus, R.N.R. WEDNESDAY, 12th July.  
"EMPERESS OF CHINA," 6,000 R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.  
"ATHENIAN," 1,440 S. Robinson, R.N.R. WEDNESDAY, 9th Aug.  
"EMPERESS OF INDIA," 6,000 E. Beetham, R.N.R. WEDNESDAY, 13th Aug.  
"TARTAR," 4,425 W. Davison, R.N.R. WEDNESDAY, 13th Sept.  
Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate on Steamers, and 1st Class Rail " £42. " £42.  
THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for the class. Passengers only at intermediate rates, affording superior accommodation for the class. Passengers only at intermediate rates, affording superior accommodation for the class.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
D. E. BROWN, General Agent,  
9, Fiddler's Street.  
Hongkong, 5th July, 1905.

HAMBURG-AMERIKA LINIE. OBERSTÄDTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).  
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).  
STEAMERS. DESTINATIONS. SAILING DATES.  
BRISGAVIA..... HAVRE, ANTWERP AND HAMBURG. 14th July. Freight.  
"..... (Calling at S'PORE, PENANG & COLOMBO).  
STHONIA..... HAVRE, BREMEN AND HAMBURG. 16th July. Freight.  
"..... (Calling at S'PORE, PENANG & COLOMBO).  
AGILIA..... HAVRE AND HAMBURG. 20th July. Freight.  
"..... (Calling at S'PORE, PENANG & COLOMBO).  
ALEZIA..... HAVRE AND HAMBURG. 9th August. Freight.  
"..... (Calling at S'PORE, PENANG & COLOMBO).  
SAMBIA..... HAVRE AND HAMBURG. 23rd August. Freight.  
"..... (Calling at S'PORE, PENANG & COLOMBO).  
RHENANIA..... HAVRE AND HAMBURG. 6th Sept. Freight and Passengers.  
"..... (Calling at S'PORE, PENANG & COLOMBO).  
VANDALIA..... NEW YORK VIA SUEZ, about beginning of Oct. Freight.  
"..... with liberty to call at the Malabar coast.  
\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amply lighted throughout by Electricity.  
Duly qualified Doctor and Stewards are carried.  
For further particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.  
Hongkong, 4th July, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmonious, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. R. The Emperor of Russia, both honoured me with their patronage besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.  
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.  
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
SACHSEN.....	WEDNESDAY, 19th July.
SCHARNHORST.....	WEDNESDAY, 2nd August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 30th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAYERN.....	WEDNESDAY, 11th October.
GNISENAU.....	WEDNESDAY, 25th October.
PRINCESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON WEDNESDAY, the 19th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewards.  
Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.  
PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).  
STEAMERS. TONS. SAILING DATES.  
PRINZ WALDEMAR..... 3,227..... TUESDAY, 25th July.  
PRINZ SIGISMUND..... 3,303..... TUESDAY, 22nd August.  
WILHELM..... 4,761..... TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT  
Kobe & YOKOHama..... PRINZ SIGISMUND..... TUESDAY, 1st August.  
SHANGHAI, NAGASAKI, Kobe & YOKOHama..... PRINZ HEINRICH..... WEDNESDAY, 19th July.  
SHANGHAI, NAGASAKI, Kobe & YOKOHama..... PRINZ BITEL FRIEDRICH..... WEDNESDAY, 2nd August.  
NORDDEUTSCHER LLOYD.  
Further Particulars apply to  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 5th July, 1905.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."  
SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 35 HOURS.  
THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.  
Fare for the Round Trip..... \$12.  
HONGKONG-WUCHOW LINE.  
S.S. "LINTAN" and S.S. "SAN-JUI."  
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
The steamers sail from HONGKONG to SAMSHUI, SHUISHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
Fare for the Round Trip..... \$30.  
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
For further information, apply to—  
Messrs. BUTTERFIELD & SWIRE,  
WEST RIVER BRITISH S.S. CO.,  
HONGKONG.  
Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP.....	JAVA PORTS	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH.....	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to  
THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.  
ALEXANDRA BUILDINGS, 3rd Floor.  
Hongkong, 7th June, 1905.

Intimations.

HONGKONG JOCKEY CLUB NOTICE.  
MEMBERS wishing to subscribe for the SUBSCRIPTION GRIFINS for the next RACES will oblige by at once sending in their names to the undersigned.  
T. F. HUGH,  
Clerk of the Course.  
Hongkong, 3rd July, 1905.  
REWARD OF \$5,000 OFFERED by the undersigned for the ARREST and CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM into this Colony.  
CHIN JOO HENG CO.,  
Opium Farmers.  
Hongkong, 19th June, 1905.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.  
No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681  
Telegrams, "Dock, Yokohama," Codes A, J, C, 4th and 5th Edt.  
Liebers, Scotts, A. I. and Watkins.  
Yokohama, May 23rd, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.  
N. M. HOLMES, C.E., Vice-President and Hongkong Manager.  
A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.  
Railway Hydraulic Mining and Sanitary Engineering.  
A Specialty made of Reinforced Concrete and Concrete Piles.  
Examinations Surveys Reports and Estimates.  
On all Railway or Proposed Construction Works.  
Hongkong, 2nd February, 1905.

"MINIMAX" HAND FIRE EXTINGUISHER. MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.  
F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO ROSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING. Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.  
IMPORTANT POINTS FOR CONSIDERATION. "MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weighs only 12 lbs. when full. Maximum of simplicity and effect.  
Hongkong, 10th May, 1905.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUIAR STREET, HONGKONG, (One Minute's Walk from the Post Office).  
WILL test your eyes free of charge, and if they are wrong will put them right.  
Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI.  
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.  
Hongkong, 24th March, 1904.

COLD STORAGE. THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Surplus excepted to receive and deliver perishable goods.  
WM. PARLANE, Manager.  
Hongkong, 22nd June, 1905.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHY. 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.  
PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.  
LARGE SELECTION OF VIEWS ALWAYS ON HAND.  
PRICE VERY MODERATE.  
Hongkong, 15th September, 1905.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice House Road.  
I am now in possession of my New and Com. modious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS.  
I am now in possession of my New and Com. modious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS.  
I am now in possession of my New and Com. modious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS.

CAFE WEISMANN. THE Public are invited to pay a visit to our new TIFIN ROOMS.  
The only place of its kind in Hongkong.  
A VERITABLE FAIRY LAND. REAL GERMAN PABE BEER ON DRAUGHT.  
Entrance—No. 1A, WYNDHAM STREET. Hongkong, 22nd April, 1905.

THE FAMOUS "KAB" RAZOR. THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "KAB" is the finest shaving implement ever produced.  
It will be mailed to any address on receipt of the price (\$2), post free.  
To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.  
Sole Agents for Far East, HOWARD & CO., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.  
For particulars and terms, apply to HOWARD & CO.  
Hongkong, 24th November, 1904.



## Intimations.

**WM. POWELL,  
LIMITED.**  
—ALEXANDRA BUILDINGS—  
Des Vaux Road.

**FURNISHING  
DEPARTMENT.**  
(FIRST FLOOR BY LIFT.)

**NEW  
TWIN  
BEDSTEADS,**  
from \$65 to \$385 a pair.

Stocked in  
**BLACK AND BRASS,  
ENAMELLED  
GREEN AND BRASS,  
ENAMELLED  
BLUE AND BRASS,  
and  
ALL BRASS.**

**BEST  
SPRING  
MATTRESSES**  
FOR THE ABOVE,  
at  
reasonable prices.

**SOLE AGENTS  
for  
ADDISON'S  
PATENT  
PORTABLE  
SANITARY  
COMMUNE,**

\$14.50 to \$21.50 each.

INSPECTION INVITED.

**WM. POWELL,  
LTD.,  
HONGKONG.**

Hongkong, 4th July, 1905.

## Intimations.

**THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.  
NOTICE.**

SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 26th June, 1905. [688]

**THE CHINA LIGHT AND POWER  
COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905, at 11.30 in the Forenoon, when the subjoined Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

## RESOLUTION.

"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each."

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 21st June, 1905. [672]

**THE HONGKONG ELECTRIC  
COMPANY, LIMITED.**

NOTICE is hereby given that the SIX-TEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 27th June, 1905. [694]

**THE CLUB LUSITANO, LD.  
NOTICE.**

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 60, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,  
H. M. BANTO,  
Acting Hon. Secretary,  
Club Lusitano, Ltd.

Hongkong, 24th June, 1905. [681]

**CANTON DISTRICT.  
LOCAL NOTICE TO MARINERS.**

No. 75.

IRON, WOODEN AND AISHEK BARRIERS,  
WIDENING OF CHANNELS THROUGH.

NOTICE is hereby given that the Channels through the IRON AND WOODEN BARRIERS in COLLINSON REACH and AISHEK BARRIER in BLENNHEIM PASSAGE, have been widened and deepened as follows:—

IRON BARRIER, 420 feet of the Central Section of its Northern end have been removed, leaving a passage of 570 feet in width, with a depth of 16 feet at low water of Spring Tides. WOODEN (OR BRIDGE) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 16 feet at low water of Spring Tides. AISHEK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWE LL MAY,  
Harbour Master.

Approved:  
F. J. MAYERS,  
Acting Commissioner of Customs.

Customs House,  
Canton, 1st July, 1905. [710]

## JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS. They contain 20 per cent. of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—

SWEET, PLAIN (UNSWEETENED), WHOLE, MEAL, AND CEREAL.

H. RUTTONJEE,  
Hongkong and Kowloon.

Hongkong, 3rd July, 1905. [58]



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE WILTS-England

REPRESENTATIVES FOR HONGKONG & CHINA,  
HOWARD & Co.,  
50, Queen's Road Central,  
Hongkong.

Hongkong, 19th May, 1905. [579]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 4th July, 1905. [2]

**BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.**

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALANCOTTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 4th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Hills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 3rd July, 1905. [711]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 6th instant, after 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 3rd July, 1905. [715]

**AMERICAN AND ORIENTAL LINE.**

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE,"

FROM NEW YORK.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD KARBURG & Co.,  
Agents.

Hongkong, 30th June, 1905. [708]

FROM HAMBURG, BREMEN, ROTTER- DAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ALEXIA,"

Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th July will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 30th June, 1905. [703]

## SHIPBUILDING AND REPAIRING

## IN SINGAPORE.

## PROPOSED COMPANIES' AMALGAMATION.

On Friday next the shareholders of Howarth Erskine & Co. and Riley Hargreaves, Ltd., hold their respective extraordinary general meetings to decide upon the final formalities concerning the amalgamation of those two great industrial enterprises. That amalgamation is strictly their own business, and the *Strait Times* neither favors nor antagonizes the matter. It is, however, within the province of this paper to criticize the proposed combination from a public point of view and to conjecture as to what will be the effect thereof on the interests of the colony and the community. Riley Hargreaves and Co. and Howarth Erskine, Ltd., were both originally private concerns. Both firms developed and prospered, thanks to the ability and energy of their managers. Within recent years they were both acquired by limited liability companies—Riley Hargreaves in 1899, and Howarth Erskine's in 1901—the original owners retaining large interests in each company. The listed capital of the concerns to-day stands as follows:—

Riley Hargreaves	\$ 875,000
Howarth Erskine	1,200,000
<b>Total</b>	<b>\$2,075,000</b>

If we add to that amount, the sum of \$290,000, which figures upon the books of the respective concerns as reserve fund, we reach a gross total of \$2,365,000. If we add to that, again, a rough estimate of \$235,000, as profits since the last accounts were rendered, we bring the total to \$2,600,000. That is a large sum. Yet, if we go by the presently quoted market values of the stock in both concerns, we find that the total reaches more than twice that figure; viz:—

Howarth Erskine	\$3,240,000
Riley Hargreaves	\$1,800,000
<b>Total</b>	<b>\$5,040,000</b>

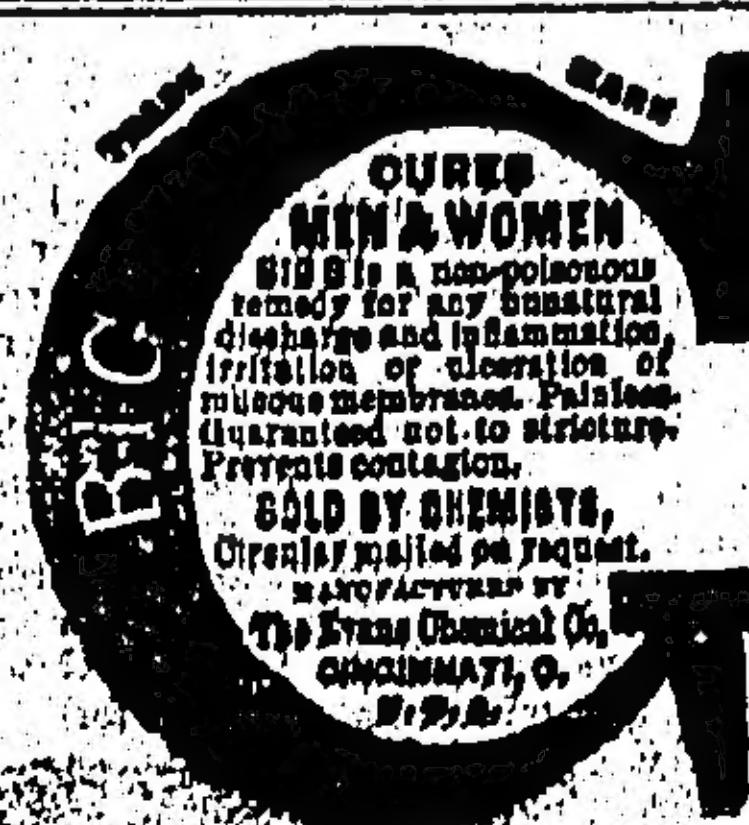
Why this inflation? The only possible reason that can be offered in explanation is that it is expected that the amalgamated companies will be over capitalised. Why, again, should this be so? The only reason seems to be that, as an outcome of this amalgamation, we are to see a powerful trust, a monopoly of the entire engineering business of the colony. That is the only explanation. Will such a monopoly prove an unmitigated blessing to the Colony? The question is a debatable one. Everybody complained of the monopoly exercised by the Tanjong Pagar Dock Co., and that concern has now been acquired by the Government. It is more than probable that the Government will decline to carry on regular work of the docks—ship building, ship repairing, etc.—through the commendable disinclination of the British authorities generally to compete or interfere with private industrial enterprises. If this be so, it means that—after the amalgamation—this community will be at the mercy of the united companies, and therefore in a worse position than ever before. Of course it is for the shareholders to do what they like at the meeting on Friday; but the public has grave cause for feeling alarmed in the premises. Such alarm is not to be based on any doubt as to the soundness of the properties. The proposed conditions of the amalgamation have not yet been published, and we are in the dark about them, but the present market quotations of the shares in the two respective concerns afford a serious basis for conjectures, because it must be inferred that the—or the any rate the more important among them—shareholders must be aware of what is going on.

## MEETING OF SHAREHOLDERS.

An extraordinary general meeting of Howarth Erskine, Ltd., to consider the advisability of amalgamating with Riley Hargreaves & Co., Ltd., was duly held at Singapore on 28th June. There were present Mr Maclean, (Chairman), and Messrs Watkins, Gentle, Derrick, Pollock, Dunmall, Thomson, Kennedy, and Silby representing over five-sixths of the total shares.

The Chairman in briefly explaining the advantages that, in the opinion of the board, would accrue to the company by the amalgamation, referred to the increased facilities of trading, under more economical conditions and the opportunities that would be offered for further development. He warned the shareholders against the assumption that it was the intention, even if it were in the power, of the Directors to endeavour to create anything in the shape of a monopoly, and against being led away by any inflated values or irresponsible comments regarding the shares. In the future, as in the past, the greater portion of the shares would probably be held by those directly interested in the management of the company, and it was not likely that the proposed amalgamation if carried through would lead to any public flotation.

The resolutions as advertised and circulated were then put to the meeting and carried. It was intimated that a further meeting to consider more definite proposals would probably be called during August, and a vote of thanks to the Chairman terminated the proceedings.



## Intimations.

## RECEIVED BY THE "TOURANE,"

AT

**MADAME JAY'S,**

No. 4, Des Vaux Road, the following Goods

from Paris:

MORNING, AFTERNOON, and EVENING GOWNS; exquisite styles and material.

LINEN MORNING GOWNS, ranging in Prices from \$35 to \$100.

PARIS GOWNS of the latest cut.

BEAUTIFUL SUNRAY PLEATED

SKIRTS, and BLOUSES, of Mull and Lace, for the WARM SEASON.

PARISIAN SAILOR HATS, trimmed and untrimmed, the latest fashionable shapes.

SUMMER GOODS, the latest Stripes and Dots.

AFTERNOON GOWNS, made up in Muslin and Lace, in the LINGERIE STYLES.

Hongkong, 30th June, 1905. [705]

**A FOOK & Co.,**

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORES, COAL MERCHANTS

AND STEVEDORES OF SIXTY

YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62]

## Auctions.

## PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD

PROPERTY,

situate at Kowloon, in the Colony of Hongkong,

ON

FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs. HUGHES & HOUGH'S Sales Rooms, Des Vaux Road Central.

ALL that PIECE or PARCEL of GROUND registered in the Land Office as Hunghom Island Lot No. 249 together with the Building thereon, known as No. 74, Des Vaux Road, Hunghom, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on Hunghom Island Lot No. 248 and measuring thereon 15 feet, on the East side thereof on Hunghom Island Lot No. 244 and measuring thereon 50 feet and on the West side thereof on Hunghom Island Lot No. 248 and measuring thereon 50 feet; and which said Piece or Parcel of Ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 75 years from the 19th day of December, 1891, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Plaintiffs in the above action, or to

Messrs. HUGHES & HOUGH, Auctioneers.

Dated the 28th day of June, 1905. [695]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION, By order of the Supreme Court of Hongkong and with the approval of ARATHOON SETU, Esquire, Registrar of the Supreme Court, of Hongkong, pursuant to the order for sale made in the above action and dated the 14th day of April, 1905.

THE VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY,

situate at Victoria, in the Colony of Hongkong,

ON

MONDAY,

the 17th day of July, 1905, at 3 o'clock P.M., at Messrs. Hughes and Hough's Sales Rooms, Des Vaux Road Central,

IN ONE LOT, BEING

ALL that right of Equity of Redemption of LOT No. 236 and THE RECLAMATIONS thereto. Together with the Messuages or Tenements thereon, known as Nos. 188, 190, 192 and 194, WING LOK STREET, and Nos. 35, 37, 38 and 39, CONNAUGHT ROAD WEST, Hongkong.

The Property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Vendor.

Sections A and B of Marine Lot No. 236 are held from the Crown for the residue of a term of 999 years from the 25th day of June, 1870, granted by a Crown Lease dated the 7th February, 1870.

The Praya Reclamation to Sections A and B of Marine Lot No. 236 are held upon and under the terms and stipulations of the usual Reclamation Agreement.

The area of the whole of the said Property is 7,124 square feet.

The Crown Rent in respect of the whole Property is \$127.40.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Plaintiff, in the above Action who have the conduct of the said sale, or to

Messrs. EWENS, HARSTON & HARDING, Solicitors for the Defendant, LI TSUNG PAK, in the said Action, or to

Messrs. HUGHES and HOUGH, Government Auctioneers.

Hongkong, 29th June, 1905. [705]

## Auction.

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

ON

FRIDAY,

the 21st day of July, 1905, at 2 P.M., at their Sales Rooms,

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTY,

situate at Mount Kellett, in the Colony of Hongkong, viz:—

1.—All that PIECE or PARCEL of GROUND being a portion of the piece or parcel of ground situate at Mount Kellett aforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North side thereof on a portion of the said Rural Lot No.



## Intimations.



**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED 1841.

**WINE AND SPIRIT  
MERCHANTS.**

ALEXANDRA BUILDINGS.

## SHERRIES.

BOTTLED BY

**GEO. G. SANDELMANN SONS &  
CO., LTD.**

Per dozen.

Light Dry .....	\$13.00
Solera .....	18.00
Very Pale Dry .....	18.00
Full Golden .....	21.00
Pale Dry Nutty .....	24.00
Fine Old Brown .....	36.00

**A. S. WATSON & Co.,  
LIMITED,**

Agents in Hongkong and South China for  
**SANDELMANN'S WINES.**

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

**\$16.00**

WILL BUY A CASE

OR

**GREGOR & CO.'S**

**IMPERIAL**

**HIGHLAND**

**WHISKY.**

NOT ONE OF THE BEST,

BUT

**THE BEST!**

**GREGOR & Co.,**

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.  
All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, The House Road, and  
should be accompanied by the Writer's Name and  
Address.

(Ordinary business communications should be addressed  
to The Manager.)

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$10 per annum.

The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. The copies sent by post are  
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the  
world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, JULY 5, 1905.

## THE WAR AND INCREASED PRICES.

It is seldom that the astute shopkeeper fails to profit by the "ill wind," and an example of how the Chinese in Chefoo are making hay while the sun shines is given in the *Daily News* of the northern port. Before the war broke out, Chefoo had the great bulk of the trade in fresh provisions to Port Arthur. There was a garrison of between 30,000 and 40,000 which drew its supplies from Chefoo, and naturally a brisk trade was in progress until the blockade by the Japanese fleet put an end to the system. Vladivostok, also, which had a large population dependent to a great extent on Chefoo for meat and vegetables, was afterwards closed to the Chefoo exporters. In these circumstances, it might naturally have been expected that there would be a slump in the provision market, that meat and vegetables and fresh provisions generally would have been sold at zero prices. It could not be supposed for a moment that the stock of cattle which was drawn upon to supply the great military depots of the north had sensibly diminished; rather the reverse, seeing that there was no demand for them. Then, again, it could not be supposed that the market gardens were allowed to run to seed. The stock at the disposal of the seller should have been just as large after Port Arthur and Vladivostok were sealed as before.

Yet the curious fact remains that prices have been gradually rising all round, and when the question is asked, "Why are prices advancing?" the answer is given that it is all due to the war—a vague and unsatisfactory reply which appears to be disturbing the people of Chefoo. In other directions, however, it is quite easy to understand how prices are increasing. In the case of timber, and articles made of wood, the prices have risen by leaps and bounds. In fact the writer of the article, lamenting this undesirable state of affairs, says that the "cost of locally-made furniture has likewise been raised to a height which would make a Shanghai or Tientsin citizen faint." The explanation is that all the wood-supplying countries and places are now within the war zone and it is impossible to export timber. It is a recognised fact that the track of an army is generally marked by the denudation of trees from the country. While that is the case, the ordinary Chinese artisan is not so simple as to merely increase his prices by a hundred per cent; he sees his opportunity, and promptly raises his rates by 500 to 800 per cent., and echoes the parrot cry that the war is to blame. Property also has increased in Chefoo, notwithstanding the fact that the Customs returns for the year show a decrease of some 14 per cent. as compared with the previous year. So far, Hongkong prices for foodstuffs have not shown any perceptible advance on the current prices of last year, but that may be explained by the argument that even the most conscienceless trader could not find it in his heart to raise values which are already at the top notch. Even the worm will turn, and in these days when people have to plan and scheme how ends can be made to meet, a substantial increase in the cost of foodstuffs would lead to a miniature revolution. Fortunately, Hongkong is well away from the zone of fighting—although there was a faint hope at one time that the great naval battle of this century would take place within visiting distance of the Colony—and even the blindest dealer could scarcely suggest that the war was responsible for a diminished supply of vegetables from the mainland. The only real and tangible argument he could submit would have reference to the ravages of typhoons and even that would only evoke a sarcastic smile. In the north, however, the question of advancing prices is apparently the burning question of the day. It is to be hoped that Hongkong will remain free—or at least comparatively free—from that evil for some time to come.

## LOCAL AND GENERAL.

ONLY three Chinamen entered Canada since the land tax was raised.

THREE cases of plague have been added to the official returns since noon of yesterday.

FOUR thousand Russian military waggonets of all kinds with other spoils have just been landed at Moji.

AN Army medical board will assemble at an early date at the Military Hospital, Kowloon, to report upon Asiatic troops proposed for invaliding.

THE Hongkong Police paraded in force at the Central Station compound this afternoon in rehearsal for the inspection parade to be held by His Excellency the Governor to-morrow afternoon.

MR. E. B. Smith, foreman at the Shipyard at Quarry Bay, charged his boy with disobedience of lawful orders in the course of his regular household work. He was fined \$25 with the usual alternative.

EMIL Klein and Eugen Schroeder, unemployed seamen, were charged before Mr. F. A. Hazeland this morning with fighting at "connaught Road on the 4th inst. They were fined \$5 or 14 days each.

MISCHE Elman, the Russian juvenile violinist, who charges 200 guineas for every reception, is making £1,000 a week. He declines to appear more than five times in a week. In six weeks he makes what a first class Colonial Governor does in a year.

THE German correspondent on the confiscated steamer *Industrie*, who was held to have been acting as a Russian spy, has been released on parole in view of the destruction of the Russian fleet, on condition that he shall not enter any Japanese territory while the war lasts.

INSPECTOR Gauld placed eleven Chinese, men and women, before Mr. F. A. Hazeland this morning, charged with gambling. They were caught red-handed indulging in a game of *san-tan* in a house in Wanchai. The first and second defendants, being the leaders of the game, were fined \$75 each and the rest \$5 each with the usual alternatives.

MR. Weissman, manager of the Café Weissman, charged one of his boys, before Mr. F. A. Hazeland this morning, with disobedience of lawful orders. It was stated that the boy was ordered to turn the ice-making machine and continually refused to do so. In his defence the boy said "it was not his turn" to make ice cream. Prosecutor said there were no "turns" at all; it was all part of his work. Defendant was fined \$15, or one month's imprisonment.

WONG UN, a stone-cutter, was this morning charged before Mr. F. A. Hazeland with unlawfully slaughtering fish by means of dynamite in the waters of the Colony, and also with carrying dynamite through the streets without the same being labelled "dangerous," both in English and Chinese characters. His Worship said it was a most dangerous practice; only last week a man was killed by it. Defendant must pay a fine of \$50, with the alternative of two months' hard labour.

## JAPAN'S NEW SHIPS.

NEARLY THIRTY VESSELS IN FOUR MONTHS.

During the past few weeks, writes the *Pail Mall Gazette*, there have been a very large number of merchant vessels sold to Eastern buyers, and every week has increased the total of steamers so disposed of. After these boats have sailed for the East the fact is generally disclosed that the buyer is a Japanese firm.

The following is a complete list of the steamers sold and placed under the Japanese flag since January 1:—

Steamer.	Tonnage.
Michael Jensen (German) .....	995
Salamanca (British) .....	1,385
Perla (British) .....	1,981
Cydonia (British) .....	2,095
Athena (British) .....	1,637
Mongkut (Foreign) .....	2,313
S. Gottardo (Italian) .....	1,334
Karon (British) .....	2,101
Suez (British) .....	2,064
Ocampo (British) .....	2,054
Actu (Norwegian) .....	1,177
Celebes (British) .....	2,280
Foochi (China) .....	1,201
Wineland (German) .....	2,606
Para Chula Chom Klao (Dutch) .....	1,568
March (British) .....	1,969
Graf von Bylandt (German) .....	1,157
Hampstead (British) .....	2,812
Kolomo (British) .....	2,852
Chilka (British) .....	1,974
Ilenley (British) .....	1,974
Dante (Italian) .....	2,187
Saladin (British) .....	1,874
Dean (British) .....	1,578
Herald (British) .....	573
Ariel (Norwegian) .....	1,572

The names of the vessels have been altered to Japanese with the affix *Maru*; the above are the old names.

In addition to this there are a number of boats sold to and bound for the East, but the nationality of the buyers has not been so far made known.

When it is considered that the Japanese have acquired a very respectable mercantile fleet of nearly thirty first class steamers from the blockade runner captured on the way to Vladivostok, there hardly appears to be any immediate necessity for such an enormous purchase; and it is suggested in shipping circles that they can only be justified on the assumption that peace between Japan and Russia is in contemplation. However that may be, it is certainly the case that under existing conditions the trade of Japan with her neighbours is stagnant, and must remain so until the end of the war. Practically the only employment for vessels under the national flag is to be found in the coasting trade, for which purpose the boats bought are too large. The Nippon Yusen Kaisha, and other Japanese lines have supplied the Japanese Government with the transport required for the Manchurian campaign.

The London agents of a number of Japanese firms are still in the market for merchant shipping, and negotiations for the sale of well-known fleet of steamers are in progress.

## THE "TRAVANCORE" INQUIRY.

## STORY OF THE STRANDING.

## MARINE COURT PROCEEDINGS.

On behalf of the crew of the sailing ship *Travancore* G. Mitchell applied to the Harbour Master for an inquiry to be held into the stranding of the vessel which, he alleged, was mostly "on the neglect of our Master and the officer doing anything towards the saving of the ship and the handling of the ship before stranding and leaving port." Also the way the Master acted when the ship stranded and while she was on the rocks. Upon this the Hon. Capt. Barnes-Lawrence requested that a warrant be issued for the formation of a Marine Court, under the provisions of section 19 of Ordinance 10 of 1899, to inquire into the stranding of the ship and "charges of incompetency brought by the crew of the ship against the Master (William G. Chamberlin) and mate."

The request was granted and the following gentlemen were appointed members of the Court:—The Hon. Captain Barnes-Lawrence (President), Lieut. Charles K. McCallum, R.N. (H.M.S. *Tamar*), Messrs. H. Pybus (Master, s.s. *Empress of India*), St. John George (Master, s.s. *Macquarie*), and W. Robb (Master, s.s. *Taitung*).

Mr. C. D. Wilkinson (of Messrs. Wilkinson and Gist) appeared for Mr. Chamberlin, and Mr. J. Hays (of Messrs. Johnson, Stokes and Master) represented the owners of the ship. Mr. J. W. G. Bonner was present in the interests of the local agents, Messrs. Gibb, Livingston & Co.

H. B. Melville, the second officer of the *Travancore*, who had to proceed on board the *Taitung* at noon, stated that when the ship stranded, he was on the poop keeping watch from 4 a.m. to 8 a.m. At four minutes to eight the ship struck. The wind was E.S.E. and the night previous the weather was thick and rainy. At the time land was about six miles distant, but as he did not have access to the charts he was unable to say what land it was. "He was in sole charge of the watch up to the time the Master came on deck at 7.10 a.m., when the skipper ordered breakfast to be had some ten minutes earlier so that the ship might be put about. The vessel was then going about 24 knots. After breakfast the skipper went aloft while on the starboard tack. The Captain subsequently went below, but as the ship began 'sagging,' at 7.25 a.m., witness called him and he replied that he would help him in a few minutes to put the ship round. About ten minutes later he again called the Master and told him that unless the ship went round, she would not have room to wear. If the ship had been put round at once there would have been room to do this. The Captain went on deck at about 7.40 a.m. and steps were taken to tack the ship. The vessel refused to tack and the Master tried to wear her, but the ship went bows on to the rocks. He had previously given the order to swing out the boats when the vessel was some fifty yards from the rocks. His order concerned the two life-boats which were swung on boards. It took some four to five minutes to get them out. The Captain was then on the bridge, and witness some five yards off. The Captain was giving the orders to put the ship round. The boats were lowered to the water's edge, and witness ordered one of the boats to be lowered to send round the other side, to prevent her being smashed. The Captain gave the order to clear the sails, and previous to which witness ordered the carpenter to sound the bell. The man found she was making no water in the main hold. Witness considered there was nothing unusual in his issuing directions in the way he did.

By A. Mitchell (A.B.)—In what state was the Captain on the morning we left Hongkong?

Witness—I don't think we are referring to that, are we?

Mitchell—We are starting from the beginning, sir.

Witness—Has that anything to do with reference to the ship striking?

Mitchell—Yes.

Witness—Do you mean as regards the Captain's health?

Mitchell—As regards whether he was sober or not—under the influence of liquor?

Witness—I could not say whether the man was perfectly sober.

The President (to the Court):—The first reply was a frivolous one because the young officer wishes to know what he means (to witness). You are wasting your own time by talking about the state of his health and so on.

Mitchell—Was the Captain under the influence of drink or was he sober when he left Hongkong?—I could not say whether he was sober or not.

The President.—That is to say you cannot tell the difference between whether a man is under the influence of drink or whether he is sober.

Mitchell.—What did the Captain ask you the first thing when he came on deck? He asked me what he had been doing the night before.

At the time of striking what was your reason for ordering the life boats to be lowered. There must be some reason for giving the order? There was no attempt made to get the boats out, so I took it into my own head.

Capt. Pybus—Was the lead hove during your watch?—No, sir.

How far did these rocks appear to be when you attempted to wear ship?—About half a mile.

Were the anchors ready?—Yes, sir.

Why weren't they let go?—No orders were given to let them go.

The President.—Not at any time?—No, not at any time. Not till after I left.

When was that?—When it was suggested I should come to Hongkong to get assistance.

By Lt. McCallum.—The cross jack yard was squared during the wearing of the ship.

By Capt. George.—When you first sighted the land was the ship sailing parallel to it?—Yes, about N.E., parallel to it.

By Capt. Pybus.—If the ship had continued on her course would she have cleared the point?—Yes.

Mitchell.—I have just one more question. Do you know how the ship was heading?—I was on the main deck.

Mitchell.—I was two hours at the wheel, and I believe I am the only man who properly knows how the ship was heading. (To witness.) Do you know the course that the ship made for the two hours, from 5 a.m. to 8 p.m.?—North East by North by the compass at the time I left.

By Mr. Wilkinson.—He called the Captain at 7 a.m. because land was in sight—some six or seven miles distant. At that time he felt no anxiety as there was plenty of room to do anything. He did not feel any anxiety until he noticed the ship sagging rapidly down towards the land.

By Mr. Hays.—Could you see the rocks on which you eventually struck at the time the Captain came up on deck at 7 a.m.?—Yes, the mainland was quite high—some 300 or 400 feet high.

You were running parallel to that?—Yes. Could you see the rocks on which you afterwards struck?—Yes; about three or four miles away.

And you were travelling at the rate of?—Two and a half knots.

## THE CAPTAIN'S STATEMENT.

Capt. W. C. Chamberlin, master of the ship, said that they left Hongkong about 7.30 a.m. on the 31st May bound for Port Angeles. They were in tow of three launches. The ship was in ballast, and the tug came off in the afternoon, when his ship at once commenced to make sail. It was raining hard at the time and when the weather cleared, about five o'clock, there was a light wind and the ship was heading out. Towards midnight they lost sight of the Waglan Light, and he last saw it himself about fifteen minutes before that time, when it was bearing West by South, some twenty miles distant showing brightly. They were then on the starboard tack and continued to be so until the ship struck. He was close hauled and making for the Bashee Channel. At 11.45 p.m. he went below leaving the mate in charge, and telling the first officer to call him when land was sighted. He did not expect to see land until daylight.

When he went below at 11.45 p.m. he did not go on deck again until about 7 a.m. the next day when everything was got in readiness for going about because he thought he was getting near land at Fokai Point. The men were sent to breakfast at about 8 a.m. and witness afterwards tried to put the ship about but she missed away. At the time he considered they were about four to five miles off the land. He put the helm hard up, squared the crossjack yard (there was a strong northerly current at the time) and then the main yard. The vessel then paid off, but during the paying off she swung on to the sandy shore. He ordered the sails to be clewed and the anchors got out on the starboard quarter, and while the men were doing this he saw the launch *Patel* pass by. He hoisted the signal of distress and communicated with the master in person. He bargained with him to tow the ship and to pick up the boat's crew that had proceeded to Hongkong for assistance. The crew had been sent in one of the lifeboats about 11 a.m. The *Patel* attempted to tow the ship off, assisted by the efforts of those aboard and the steam anchor and kedge anchor cables. After endeavouring for about half an hour to do so the *Patel* gave up the attempt, and subsequently picked up the boat's crew, and took them to Hongkong. During the period when they were trying to get the ship off the vessel drifted on to the rocks on the port side. The *Patel* left at about 3 a.m. It was not until about 3 or 4 p.m. the previous day that they found themselves on the rocks.

The President questioned the witness concerning what happened after 3 p.m. but not receiving a satisfactory answer at the outset said—You are trifling with the Court. Tell us what happened after three o'clock. Let us have it straight.

Witness, proceeding, said that about 3 p.m. he ordered the men to furl the sails, but they declined to do so by reason of the ship bumping. He considered they had justification for their refusal. After 7 p.m. the bumping became heavier and he had a further try with the hawsers and subsequently ordered the lifeboats to be got ready and the crew to get into them. They were 22 all told and they got into the two lifeboats, witness being in one and the first officer in the other. They made fast to the hawsers about thirty yards from the ship and remained in that position until 3 a.m. the following day.

The adjournment foriffin followed.

## SKIPPER UNABLE TO CONTINUE HIS EVIDENCE.

Mr. Wilkinson, having represented that the master of the *Travancore*, Capt. Chamberlin, was unable to continue his evidence the latter was sent to the Colonial Hospital to obtain a certificate to that effect. At the commencement of the proceedings this morning the Captain asked to be permitted to remain seated during the inquiry as he had been suffering from fever.

The examination of John Thomas Roberts, the chief officer, was then proceeded with. He spoke to the general facts of the stranding of the sailing ship, and said that although there was telephonic communication between the bridge and the Captain's room he did not communicate with the skipper during the middle watch. The vessel started on the port tack and witness believed she had been put about once or twice. He put her round on the starboard tack about 3 a.m. when the wind had shifted to the S.E., and they continued on that tack up to the time he was relieved, at 4 a.m. He spoke of the attempt made shortly before 8 a.m. to put the vessel round and to square the ship.

At this stage Capt. Chamberlin entered Court and took a seat while the witness was going his evidence.

The President (to the Master)—The Court object to your presence, Captain, while the witness is giving evidence.

The skipper left the Court and the chief officer proceeded with his testimony, stating that at 7 a.m. eight feet of water were found in the fore peak, but the ship was not making it very fast. At 8 a.m. of the 2nd June the Captain of a Chinese revenue cruiser cutter, the *Liking*, informed them that he had put the boat's crew on board of a launch bound for Hongkong, and returned the ship's gig. About 7 p.m. the master gave orders to set the fore lower topsail and foresail in expectation of the wind coming from the westwards. Orders were given, about 8 p.m., to set the jall on the main. The men refused to do so, by reason of the ship being driven further on shore. The men came aft and said it was time to leave the ship. The master said "All right, you can go." The men then left in the two lifeboats and proceeded aboard of the *Liking*. Witness remained with the master.

The case is proceeding.

## A QUESTION OF COMMISSIONS.

## THE MISSING STATEMENT.

In the Summary Jurisdiction Court this afternoon, his Honour Mr. A. G. Wise, Puisne Judge, heard an action at the instance of the Sam Choy Brick, Tile and Timber Company, Ltd., against Wing Wo Company, for \$377, being the balance due for goods sold and delivered.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes & Master) appeared for the plaintiffs, and Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist) represented the defendants.

In opening his case, Mr. Master stated that the plaintiff firm was well-known, and there had been extensive dealings with the defendant firm. The sum sued for was the balance struck on the books. On 10th April, 1902, the balance due by the defendants was \$9,770. Certain sums had been paid and other goods supplied, but there was still a balance due. The defendants had paid \$74 into Court, but that sum was not accepted.

Mr. Beavis said the defence was that the payments were made by the defendants to the plaintiffs in notes, and according to the custom of the trade they should be allowed a certain commission. They had made payments on which no commission had been allowed.

"His Lordship—So that you say the plaintiffs are due you, roughly, \$300 for commission?"

Mr. Beavis said that was practically the case. They had made payments amounting to some \$15,000 on which no commission had been allowed.

His Lordship—What is the ratio of commission?"

Mr. Beavis replied that there was a rate on every payment.

His Lordship—If there is a rate on each separate payment it cannot be called a "custom."

Mr. Beavis remarked that His Lordship had previously held that it was a custom. The rate was made according to the rate of exchange at the time.

His Lordship said he would not go against himself unless he saw very good reason for doing so, but he was prepared to over-rule himself if he saw reason to do so.

Mr. Beavis said that he could give particulars as to moneys paid by the defendants in 1901.

Mr. Master was prepared to go back for six years and produce the books to show the position of affairs.

His Lordship—That would be a nice thing for me—(laughter).

Mr. Beavis said that in 1901 the defendants made certain payments and the plaintiffs did not make the allowances to which the defendants were entitled.

His Lordship remarked that 1901 did not come within his purview. They were proposing to go back beyond his depth. He could not go back beyond 19th June, 1902.

It was stated that a similar case arose previously and the parties were trying to discover the documents of the case.

Mr. Beavis said that the plaintiffs' case depended upon a statement made in 1902.

His Lordship said if that was the case they should look up his books. Possibly the case was taken on a Friday and there might be no note at all.

Eventually it was agreed to postpone the case till Friday first so that a search might be made for the missing statement. No order as to costs was made.

THE number of floating mines between Dalny and Newchwang is becoming larger daily. They are painted grey, black, or yellow, and are very difficult to detect even in fine weather. The southerly winds are blowing them back north again.

OLIVER S. Bagge, diver at the Royal Navy Yard, was charged this morning, with assaulting P. C. Harry Mills, behaving in a disorderly manner and using language liable to provoke a breach of the peace, in the public street, on the 4th inst. The charge was proved and defendant was fined \$10 for using abusive language to the constable and behaving in a disorderly manner, and ordered to enter into a bond for \$50 to be of good behaviour for twelve months.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 5th at 11.40 a.m. The barometer has fallen over E. Japan, and risen over China and Formosa.

Pressure is lowest over N.E. Japan, and highest over the Pacific to the E. of the Loochoos.

Gradients are slight and moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast—S. winds, light to moderate; fair.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Lattag*) 10th inst.  
American (*Mongolia*) 11th inst.  
French (*Tonkin*) 11th inst.  
Canadian (*Athena</*



## TELEGRAMS.

[Reuters.]

## Peace Prospects.

London, 3rd July.

It is officially stated in Washington that the Russian plenipotentiaries will be M. Muraviev and M. Rosen; and the Japanese, M. Komura and M. Takahira.

[It is most probable that Baron Komura, the Foreign Minister, who, as stated above, is to be one of the Japanese plenipotentiaries for the peace negotiations, will leave Yokohama in the early part of this month by either the N.Y.K. steamer *Iyo Maru* or the *Coffin*, and will be joined in America by Mr. Takahira, the Japanese Minister at Washington. In a message received by the *Asahi*, from its Tokyo correspondent it is stated that, although Marquis Ito was extremely reluctant to act as plenipotentiary, he was greatly moved by the appeals made to him by the Ministers of State, and finally consented to sacrifice all personal considerations in order to represent his country, if called upon by the Emperor to do so. As, however, Russia is not sending plenipotentiaries, the intention to appoint Marquis Ito as one of the Japanese plenipotentiaries was abandoned. Consequently Marquis Ito will act as principal adviser at home to the Emperor and Cabinet during the critical period which is approaching. The *Asahi* received a telegram from Peking stating that the United States refused to support the Chinese request for representation at the peace negotiations and had advised China to be guided by the developments which take place in regard to the relations between Japan and Russia. Prince Ching has submitted the reply of the United States to the Empress Dowager. Concerning the terms of peace, the *Asahi* states that Viscount Aoki has expressed the following opinions:—Although there is a general desire that Japan should obtain the Siberian Coast Province and Vladivostok, it is very unlikely that the hope will be realised, as these territories have not as yet been touched by the Japanese. In my opinion, Vladivostok is not of very great importance to Japan. Even should it remain in Russian hands as both a naval base and a commercial port, it would be of little practical value so long as Japan were able to close the Straits of Tsushima, Bays, and Sagami. On the other hand, Sagami must on all accounts be ceded to Japan, and the money indemnity must not be less than Yen 20,000,000. I believe that these latter desires are by no means in the nature of *Chateau d'Espigne*.—d, H.K.T.]

## The Black Sea Mutiny.

The *Kniaz Potemkin* has arrived at Kustentj, and asked for provisions. Admiral Kruger's fleet has returned to Sevastopol. At a council of admirals and captains held on board the flagship *Rostislav* it was resolved to unguarantee the machinery and that officers and men desiring to land should be authorised to do so.

The Reservists have been granted two months' leave.

The ironclad *Catherine II*, which remained at Sevastopol was disarmed. The crews at Sevastopol state that when the squadron, including the *Pobedonostse*, reached Odessa, the *Kniaz Potemkin* defiantly refused to obey the signal to rejoin the fleet; after that the *Pobedonostse* mutinied and the squadron returned to Sevastopol.

Later.

The Roumanian Government has ordered the *Kniaz Potemkin* to leave the port of Kustentj or to surrender, in which latter case the mutineers will be treated as foreign deserters. The mutineers are considering the demand.

## Restlessness in Russia.

Telegrams from many parts of Russia report a general restlessness and disorder. A general strike of the workmen and dockers of St. Petersburg has taken place, and work is at a complete standstill; 50,000 troops are concentrated in the city.

## TROUBLESOME SEAMEN

Captain Moodie, of the s.s. *Egremont Castle*, charged C. Jordison, a fireman on board that vessel, with persistent disobedience of lawful orders given by complainant through his third engineer. Mr. F. A. Hazeland asked if the case could not be settled if the man would promise to be of good behaviour in future; but the complainant said the defendant's "misses were unreliable, and he wanted him punished as an example.—W. P. Pearson, third engineer of the s.s. *Egremont Castle*, said defendant was a fireman on board. On the 26th of June, witness ordered the defendant to "slice fires"—that is to top the fire in a box. Defendant said that he would not do it, as the fires could not be taken into a box. Defendant was always slow in carrying out orders, and had been so for three or four months. He did not always actually refuse, but seemed reluctant to obey and he had also incited others to disobey orders.—To defendant.—Witness believed defendant had a bad foot, but was quite fit for work. Defendant was standing under a ventilator and said he would slice fires as soon as he was cool.—To the Court.—Defendant denied that he incited anyone to disobey orders. He had no witnesses.

His Worship:—You will go to gaol for fourteen days' hard labour.

A case against another fireman on similar charges was remanded till to-morrow, the defendant in this case being a Norwegian, speaking very little English, and claiming the services of an interpreter.

## SHIPPING JETSAW.

Mr. Kage is about to construct two dry docks at 'Voji, one 480, and the other 600 feet in length.

The big floating dock built at Negasaki for Kobe is to be tried by docking the *Fukuro Maru* before being towed to her destination.

## BASEBALL IN HONGKONG.

"THE GREATEST GAME ON EARTH."

Happy Valley was treated as an annex to the Golden Gate yesterday afternoon. Americans took forcible possession of the ground and refused to budge until the shades of night were falling fast. The rich American accent fell in chunks all over the field and benches were used by the Britishers present to disentangle the consonants. One large chunk lighted on the floor of the grand stand, leaving a gaping hole that threatened disaster to the careless. A baseball match was the occasion; the U.S.S. *Callao* and a Hongkong team being the contestants. A big crowd gathered to watch "the greatest game on earth" being played as it should be played; even ladies came to see this exhibition of real science. It was hoped that the *Callao* men would have a little cry, something like Yab, yab, he, he, hoh! But the *Callao* men have not reached that apex of sublimity yet. It will come; there need be no fear on that score. If the *Callao* men were attired in regulation dress. The civilians had grabbed the first garment they could find at hand, and strode on the field in pants, knickerbockers, jerseys and what not. The crowd cheered uproariously and instantly bestowed nicknames on the players. Jumbo, alias the Elephant, was a huge success on the civilian side, his muttered asides being heard on the Praya East. The captain of the *Callao* team briefly addressed his men, encouraging them to die in their patent leather boots rather than succumb to a lot of measly landlubbers. "Get up, ye fat headed crunks," he cried pleasantly to his men. "Don't yer play the game like a lot of fishwives same's ye did last time. And don't yer fall asleep." The stalwart subordinates meekly said "Yesir" and a coloured man chortled like a hyena in a spasm.

Now a sporting reporter who knows nothing about baseball argues himself unknown to sport. So the following vocabulary, which will not be used in describing the game, is submitted just to show that we are up to the wrinkles, but having a tender heart, decides to let readers' teeth on edge. "Ozzed" is akin to "fozzed"; "the plate" is the base; also the slab; the "initial bag" can be guessed at, and a broken "pitcher" illustrates the truth of the old proverb about a pitcher going to the well or wall too often; some players play in the right garden, some prefer the left. And there are other phrases too numerous to mention.

So far as could be learned the *Callao* men went first to the slate or slab or plate. A man heaved a solid lump of gutta-percha at his head and missed. The referee roared "Foul" and the audience sighed in regret. The next ball got the man with the soup-ladle flat on the small of the back. He dropped his weapon and chased a small boy twice round the field, falling on a pillow case that had been spread out for him. Just as he fell, an adversary slapped him vigorously with an immense mitten and the referee yelled "Break one." Another man came to the front and sliced the ball. He lost his nerve and scooted after No. 1, who stood stock-still. The captain of the *Callao* team yelled himself black in the face and used more or denigratory words in the course of two minutes than are to be found in all the volumes of the Standard Dictionary. A quiet man in the rear whispered audibly:—"He nix to blame; he's married the have" or words to that effect, which received a great ovation.

The third man was a slim, spidery individual, who presented about as much surface to the bowler as an upright lucifer. The bowler or pitcher shut his eyes, then opened them cautiously and glared in every direction except towards the enemy. Then he did a sand-dance and flung his arms in the air like a Highlander doing a Highland fling. A last glance to the rear and the ball sped from his hand like a rocket. A firm hand smacked showed that it had reached its goal; the batsman had stopped the sphere with his knee-cap. He limped after those who had gone before, but they were off like a couple of deer and the spectators jeered.

Another hitter slung the ball into the mat-roofing of the grandstand. It took two sailors and a boy to find it. One of the sailors, a coloured man, remained there for the rest of the day, emitting weird yells at intervals, which scared a couple of 'ricksha coolies and a little girl.

At this stage five men behind the writer began to recount their experiences. They neatly came to blows over the respective merits of Pittsburg and Frisco, but all were convinced that this game they were watching was not baseball at all. They commanded the scribe to write it down in big letters—"This is not baseball." So bowing to fearful odds the writer obeyed.

The Hongkong pitchers, bowlers, catchers, and all the rest of it were terribly burdened with secrets which they must get rid of at once. The bowler would be doing his final hop-step when the roundsman would hold up a large flat hand which darkened the face of the earth. Then the two would have a consultation; other two would be called in to hear this joke that the pitcher had just remembered, and that would produce new jokes. Meanwhile the other side with exemplary patience waited events. By-and-by the ball would be punted along; the batsman would slam it into one of his opponent's hands and he would carefully "butter" it. A most fascinating game, this baseball. One man ran right round the ring in 2.11 sec. and was received uproariously, being treated to ginger-beer ad lib.

In fact that is the game. The fastest runner wins the caboodle, or something of that sort. There are nine innings allowed each side. The Hongkong team was merciful; it only played seven. The *Callao* men tried eight and got disgusted. As it was the Hongkong team won by 14 to 11—whether that means points, goals, plates or saucers it was impossible to find out. Possibly somebody got the wooden spoon. Suffice it that the Hongkong team won.

## CHINESE EDITOR'S TROUBLES.

"A SILLY SQUABBLE."

Before His Honour, Mr. A. G. Wise, Police Judge, in the Summary Jurisdiction Court, today Chu Ling Kai, a journalist, sued Wang Lau Yat and Li Talking for \$775.50, in respect of damages which had been done to Japanese and Chinese literature, and stationery, furniture, etc., belonging to the plaintiff.

Mr. C. E. H. Beavis appeared for the plaintiff; Mr. Holbrow represented the defendants. It was stated by Mr. Beavis that the plaintiff was employed by the purchaser of a newspaper called the *Tai Kai Kung Yik*. The paper was purchased from the liquidator of the Company and the purchase was to be completed by the first day of the fifth moon. The purchaser thereupon engaged the plaintiff who acted as editor of the paper, and told him to go into the premises on the first day of the fifth moon. Next day, about two o'clock in the afternoon, the plaintiff heard some noises in the lower floor, and on going to see what was happening he found his belongings scattered all over the place. On inquiry he learned that the damage had been done by the two defendants.

His Lordship—What was the trouble all about?

Mr. Beavis—I don't know the position at all; or what began it.

His Lordship—People don't walk into another man's room and damage his belongings for no reason.

Chu Ling Kai said he had been engaged by Tan Man Fan, and he was to commence work on the 3rd June. He related how he put the goods in an unoccupied room; and how, when writing a "leader" for the paper next day, he heard a disturbance proceeding downstairs. He saw two men, the defendants, throwing his things about and he remonstrated with them, but they only "scolded" him.

In cross-examination, the plaintiff stated that he had been an editor on various papers for several years. He denied that there was any custom among Chinese journalists as to giving "notice," and stated that when he got this position he threw up his old job at a day's notice. He knew that there were two editors on the paper, but he had nothing to do with them.

Do you know that the place in which you placed your baggage was the bathroom in daily use?

Witness denied that he put his clothes and goods in a puddle of water, or that he built up the luggage as a sort of barricade against the door. The defence, it was explained, was that the plaintiff put his goods in the bathroom in order to aggravate the editors.

Mr. Holbrow said they were not called upon to engage coolies to carry out the baggage.

His Lordship—Is it not their business to remove the things without damaging them and to put them outside?

Mr. Holbrow—The question is, have they a right to do that?

His Lordship—They have a perfect right; so long as they give no ice beforehand.

Mr. Holbrow said the goods could hardly be kept dry no matter in what part of the bathroom they were placed.

His Lordship—What is the bathroom like—a cubicle, I suppose, about as big as this desk.

Mr. Holbrow—It is bigger than that—(laughter).

His Lordship—One bathroom would be big enough for a whole colony, I should think—(laughter).

Further evidence was led as to the position in which the goods were placed, how it was necessary to pass through the bathroom in order to reach the editors' rooms, and how the bathroom was used as a general washing place.

His Lordship—It is a silly squabble altogether, and ought never to have come into Court. Mr. Holbrow submitted that if any damage had been done it was due to the plaintiff's own carelessness.

Some of the damaged goods were produced, including Chinese books. His Lordship said it was evident the books had been wet, but he did not think they had been greatly damaged. His Lordship asked to see some of the MSS which was supposed to have been spoiled by the water. After raking through the bundles, the people who had willingly offered their services to turn the baggage upside down, gave up the task on despair and told the Court they could find no manuscripts.

His Lordship, in giving judgment, said he thought there was not sufficient evidence against the second defendant, the only direct evidence against him being very slight. Regarding the first defendant, he had not the slightest doubt about what had happened. The first defendant came back pretty angry, and there was direct evidence that he caused the damage. The books had been soaked in water. The point was whether the plaintiff had any right to be there, and the only evidence was that he had been told to put his things in that house by his master and that was uncontradicted. Judgment against the first defendant with costs; judgment for the second defendant with costs; damages to be assessed by the Registrar.

It has been very aptly said that what a lower-class Chinaman won't steal is not worth stealing, and this was very truly exemplified by a gruesome case which came before Mr. F. A. Hazeland, this morning. A hawk was seen leaving the precincts of the mortuary with several pounds of lead in his possession, about the ownership of which he appeared to have very hazy notions, so the matter was taken in hand by the police for investigation, when it transpired, through the hawk's final statement, that he bought the lead from a man at the mortuary for 50 cents. The man was taken to the mortuary and there pointed out the custodian as the man who had sold him the lead. When asked where he got the lead, the custodian cautiously admitted that he ripped it off the slabs of the tables on which dead bodies were laid. The ripper and the hawk were each fined \$15 for one month's hard labour.

## ALLEGED VITRIOL THROWING.

The case against Horace Timms, Constable of the Naval Yard Force, on the above charge, was resumed before Mr. F. A. Hazeland this afternoon, Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, again appearing for the defendant.

Harvok, mistress of No. 10, Ship Street, said complainant was an inmate of her house. She knew defendant. She had known him since the 24th of June; he came to see complainant. On the 26th inst. at about 11.30 p.m. there was a quarrel between complainant and defendant in the former's room over some keys. Witness found them struggling, and tried to separate them, when defendant returned the keys, and in the meanwhile tore complainant's clothes. The box produced was the complainant's, but was kept in witness's room. It was always kept locked. The keys produced were those taken away by defendant. One of them opens the box. On the next day complainant drew witness's attention to the box, and she saw it was unlocked. Complainant told her some one had unlocked it. On looking into the box she saw some medicine had been put on the clothes, and they were discoloured. All the clothing belongs to the complainant. The value of it is \$395, as valued by a Japanese tailor.

Cross-examined by Mr. Looker, witness said she saw defendant go away on the Monday. After the quarrel he went away and did not come back till Tuesday.

P.C. Mackay said that on the 27th inst., at half past nine, he went to No. 19 Ship Street and found defendant there. Witness said complainant accused him of damaging property valued at \$395. Defendant said "How could I have done it? I was only here for five minutes the previous night." Witness then asked him if he had the keys of the box and defendant said he had taken them to look for a photograph.

L. S. W. Blackman testified to arresting defendant, and finding the bottles of sulphuric acid and nitric acid.

Mr. Looker, addressing His Worship, said that there was no case to convict upon. The defendant had never been proved to have been in the mistress's room.

His Worship said the ten minutes that he was alone in the room had not been accounted for.

Henry Maytum said he was a member of the Naval Dockyard staff and knew the defendant. He was at No. 19 Ship Street on the night in question with a friend. He went to the second floor, about half past ten o'clock. He sat in the middle one of three rooms and complainant was with his friend and him. Opposite that room was an archway leading to No. 21 and the complainant's room was there on the right. Witness saw defendant there that night.

Mr. Looker said that as regards the keys the complainant had a photograph of defendant which the latter wanted back, and as the complainant would not give it he had a scuffle with her for the keys as he was determined to get the photo back. His return the next night was quite spontaneous, and was merely to return the keys. He submitted there was no case against the defendant.

His Worship said that on the evidence no jury, he thought, would convict, and the defendant must be discharged.

To defendant.—You are discharged.

## ARREST OF SANDOW.

STRONG MAN VERSUS STRONG MAN.

ALLEGED WRONGFUL DISMISSAL.

Sandow for all his colossal strength cannot avoid the trials and tribulations that are visited upon the ordinary human showman. Worry and touring in the East are almost synonymous terms. Sandow may break chains and records, but he must not break the law.

This afternoon, says the *Singapore Free Press* of 28th ult., just before going to press, we learn that Mr. Farrer Baynes applied to His Honour Judge Thornton for a warrant for the arrest of the "strongest man in the world," a little job which if the modern Samson were not quite civilized would be tough undertaking for our Sheriff officer. The application was made on behalf of another strong man, Emery Harvas, a German who has become a naturalized British subject. Harvas claims \$1,555 for dismissal from the show while in Penang.

It seems that an agreement exists between Sandow's company and himself to the effect that they are engaged at a certain salary per week with a bonus at the end of each year's service, the engagement being for two years. They are liable to instant dismissal and forfeiture of passage money at any moment should they be other than neat in appearance on either street or stage, should they be intoxicated or otherwise of their own fault prevented from "doing their turns" properly in the show, and (one of the quaintest provisions we have seen in any agreement) even should they at any time "behave other than as gentlemen." It would be rather amusing to have Mrs. Humphrey Ward ("Madge" in Truth) in the witness box to legally define the word "gentleman."

In Penang Harvas was summarily dismissed on the ground that he was intoxicated, and incapable of carrying through his share of the show with credit to himself or his employer. It is alleged that he frequently interrupted and partially spoilt Sandow's lecture on physical culture. Accordingly Harvas was left practically marooned in the northern settlement. Sandow had dropped him. He had, presumably, no means of getting home. This being the case he followed Sandow to Singapore and hence the present action.

Harvas contends that he was wrongfully dismissed, he having complied with all the regulations and provisions of his agreement. He denies in toto that he was in drink. He was suffering from fever, had been unable to eat for two or three days, and otherwise was as he should be. He asserts that the story of his having interrupted the lecture is a fabrication, and says that he is bringing up eighteen other strong men to give evidence in support of his

statement. He claims \$540 due for three months' salary, \$500 due on the two-year agreement, \$500 for his passage home, and \$15 for his passage from Penang to Singapore—\$1,555 in all.

His claim for arrest was made on the ground that Sandow's plans were uncertain, that he was a bird of passage and should be get without the jurisdiction of the Straits Settlements (Harvas) would not be able to obtain redress for his alleged injuries.

In chambers to-day before Mr. Justice Thornton Mr. Farrer Baynes asked for a sequestration order or for a writ of arrest. The Judge made the sequestration order, the Sheriff to take possession of Sandow's property and keep possession until a security of \$2,000 is forthcoming from him.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 10 9/16  
Do. demand ..... 10 1/2  
Do. 4 months' sight ..... 10 1/2  
France—Bank T.T. .... 2 3/4  
America—Bank T.T. .... 4 1/2  
Germany—Bank T.T. .... 1 1/2  
India T.T. .... 1 1/2  
Do. demand ..... 1 1/2  
Shanghai—Bank T.T. .... 7 1/2  
Japan—Bank T.T. .... 9 1/2  
Yam—Bank T.T. .... 1 1/2

Drying.  
1 months' sight L/C ..... 1 1/2  
6 months' sight L/C ..... 1 1/2  
10 days' sight San Francisco & New York ..... 4 1/2  
4 months' sight do. .... 4 1/2  
30 days' sight Sydney and Melbourne ..... 1 1/2  
1 months' sight France ..... 2 1/2  
6 months' sight do. .... 2 1/2  
1 months' sight Germany ..... 1 1/2  
Bar Silver ..... 27 1/2  
Bank of England rate ..... 2 1/2  
Sovereign ..... 10 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Per picul  
Malwa New ..... 1,140  
" Old ..... 1,180  
" Older ..... 1,250/1,260  
" Oldest ..... 1,340  
" Java New ..... 1,112  
" Bencoes New ..... 1,080  
" Java Paper ..... 780/810

## To-day's Advertisements.

ALL PERSONS having CLAIMS against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney, WILLIAM JAMES HOBBS C/o the Undersigned when they will be promptly liquidated.

Unless such Claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

Dated the 5th day of July, 1905.

JOHNSON, STOKES & MASTER,  
8, Des Vaux Road Central,  
Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said

JAMES R. SYMINGTON.

## NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF LABOUR AND UNRS in connection with the COALING of H.M. FLEET, etc., at Hongkong, for a period of 12 months from the 1st August, 1905.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SCHARNHORST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M. TO-MORROW.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on MONDAY, the 10th instant, at 9.30 A.M.

All Claims must reach us before the 15th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 4th July, 1905. [5]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA"

FROM PORTLAND (OR), YOKOHAMA,

KOBE AND YOKI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 5th July, 1905. [12]

## Intimations.

## ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

## PIANOS

OF THE

## HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS,

DEVOTED

EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

MANUFACTURERS

IN CHINA, AND STOCK THE

GREATEST VARIETY

OF MAKES.

Hongkong, 8th June, 1905. [521]

THE

## "BURLINGTON."

## CHARGES FOR DRESS-MAKING.

BLOUSES

From \$3.50 each.

SKIRTS

From \$4.50 each.

## PERFECT FIT

GUARANTEED

AND

## APPOINTMENT

## STRICTLY

OBSERVED.

Our Goods have now been greatly reduced in Prices, and are cheaper, quality for quality, than can be obtained anywhere in this Colony.

HATS of every description kept in Stock, from \$1.00 upwards, and Made to Order at London Retail Prices.

M. GAINS,

Manager.

TELEPHONE No. 635.

Hongkong, 3rd July,











## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAYRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC,"

Captain Couret, will be despatched for MAR-  
SEILLES on TUESDAY, the 11th July,  
at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports.Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. TOURANE.....25th July.

S.S. TONKIN..... 8th August.

S.S. ARMAND BEHC.....22nd August.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 27th June, 1905.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

The Steamship

"SIMLA,"

Captain C. D. Goldsmith, R.N.R., carrying H.  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 15th July,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Maracaibo, to 1500 tons, from Colombo,  
Passenger's accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Arabia,  
due in London on the 27th August.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 4th July, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleiades	3,753	F.G. Purinton	At July 12
Shawmut	9,000	E. V. Roberts	July 20
Tremont	9,000	T. W. Garlick	Aug. 8

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARD.The twin-screw s.s. Shawmut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 26th June, 1905.

## To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CEN-  
TRAL.First Floor, No. 12, QUEEN'S ROAD,  
CENTRAL.Second Floor, Nos. 12 and 14, QUEEN'S  
ROAD, CENTRAL.

Apply to—

S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with Fine  
Bright and Airy Rooms. GAS and ELECTRIC  
BELLS laid on. Commanding fine view of the  
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Almeida Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET.

NO. 12, KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORRISON TERRACE, facing  
Polo Ground.OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.PRICE \$1.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN &amp; CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT,  
Gasoline,  
Lamps of all  
descriptions  
from the best  
makers.Incandescent  
Mantles,  
Chimneys,  
Globes, Sha-  
des, &c., for  
Gasoline and  
Gas Lamps,  
at the most  
moderate  
prices.Lamps fixed  
up for Buyers  
free of charge.Napththa of  
the best kind  
kept in stock.TAI KWONG CO.,  
55, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$50,000,000 }	\$1,493,408	Div. of £1.10/- and bonus of £1.10/- ex- change 1/11 9/16 = \$15.46 for second half-year 1904	14%	\$830 London 87 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903		
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	5 1/2%	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,166 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	6%	\$74 sales
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,850,000 20,000 \$172,749 \$803,117 \$846,773 \$700,000 \$37,704 \$1,000,000 }	Tls. 217,119	Interim of 7/6 1904	8%	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,724,992 \$803,117 \$846,773 \$700,000 \$37,704 \$1,000,000 }	\$2,078,997	\$35 for 1903	5%	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$37,704 \$1,000,000 }	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2%	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$18,993 \$2,281 }	\$329,047	\$5 dividend & \$1 bonus for 1903	8 1/2%	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 }	\$360,372	\$34 for 1903	11 1/2%	\$302 1/2
SHIPPING, TUG AND CARGO ROADS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$15,000 \$85,439 \$250,000 \$600,000 }	\$8,832	\$1 for 1904	4 1/2%	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$158,444 }	Nil.	\$2 for year ended 30.6.1904	5 1/2%	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$158,444 \$205,000 \$100,000 }	\$26,160	\$1 for second half-year 1904	9 1/2%	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$205,000 \$100,000 }	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 1/2%	\$96 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 \$40,000 }	Tls. 43,761	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904 }	7 1/2%	Tls. 61 sales Tls. 50 sales
Do. (Preference)	100,000	£1	£1	{ \$4,116 \$65,000 }	\$8,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2%	22 1/2 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	{ \$65,000 \$24,217 \$400,000 }	\$929	{ \$1.80 for year ending 30.4.1905 \$0.90 }	5 1/2%	\$35 sellers \$27 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$400,000 \$21,075 \$130,153 Tls. 126,000 Tls. 276,679 }		\$10 for 1904	7%	\$142
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 126,000 Tls. 276,679 }	\$21,231			
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 276,679 \$450,000 none Tls. 100,000 }	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11%	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none Tls. 100,000 }	\$42,812	Final of \$15 making \$20 for 1904	9 1/2%	\$214 sellers \$31 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	\$85,087	\$3 for 1897		
Pemak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$70,000 \$58,473 \$10,000 \$300,000 \$250,000 }	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2%	Tls. 71 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$40,000 none \$4,873 }	\$7,820	No. 3 of 1/6		
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ none 18/10 £1 }	G \$672,093	50 cents making G \$1 for 1904	5 1/2%	Tls. 8 sales £3 17/6
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ none £4,873 }	Dr. \$4,029	No. 12 of 1/- = 48 cents		\$6 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,332 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 \$58,473 \$10,000 \$300,000 \$250,000 }	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904	9 1/2%	Tls. 140 buyers
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	{ \$58,473 \$10,000 \$300,000 \$250,000 }	\$8,577	\$3.75 for 1904	11 1/2%	\$351
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$58,473 \$10,000 \$300,000 \$250,000 }	\$29,422	Final of \$2 1/2 making \$5 for 1904	5 1/2%	\$95
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$33,500 \$498,289 }	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$1 1/2 for 1903 \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend }	7 1/2%	\$194 buyers \$270 buyers \$18 sellers \$225
Hewarth & Co., Limited	12,000	\$100	\$100	{ \$60,000 \$55,500 }	\$480			
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$55,500 \$150,000 }	\$40,936			
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$150,000 Tls. 487,210 Tls. 59,880 }	\$40,936	Final of Tls. 6 making Tls. 10 for 1904	5 1/2%	Tls. 175 sales
Do. (Preference)	2,750	\$100	\$100	{ Tls. 487,210 Tls. 59,880 \$2,100,000 Tls. 17,500 }	Tls. 10,711	\$20 for 2nd half year making \$26 for 1904	7 1/2%	\$385
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 59,880 \$2,100,000 Tls. 17,500 }	Tls. 2,762	Tls. 18 for 1904	9 1/2%	Tls. 190
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ Tls. 17,500 none Tls. 34,000 Tls. 8,000 }	\$9,989	\$2 1/2 for year ended 30.6.1904	8%	\$31 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 34,000 Tls. 8,000 }	Tls. 805	Final of Tls. 5 making Tls. 9	7 1/2%	Tls. 135 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ Tls. 34,000 Tls. 8,000 }	\$9,989	Final of 60 cents making \$1.80 for 1904	8 1/2%	\$28 sellers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 8,000 \$20,000 }	Tls. 805	None		
Central Stores, Limited	6,000	Tls. 50	Tls. 50	{ Tls. 8,000 \$20,000 }	\$1,502	Preferential of 7 per cent for 1904	7%	\$7 1/2 buyers
Do. (Founders)	123	\$15	\$15	{ \$20,000 \$1,502 }				
Do. (New Issue)	24,000	\$15	\$15	{ \$1,502 \$1,502 }				
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,000 }	\$3,554	\$5 for second half-year making \$10 for 1904	7%	\$142
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$37,875 Tls. 7,202 Tls. 20,986 }	\$37,875	Final of \$6 making \$12 for 1904	10 1/2%	\$115
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 20,986 First year }	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	13%	Tls. 19 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$100,000 \$11,958 }	First year	Interim of \$4		\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000 }	\$11,958	90 cents for 1904	7%	\$121 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000 \$377 }	\$377	\$3 for 1904	7 1/2%	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 none Tls. 67,300 }	Tls. 40,166	{ Tls. 3 final and Tls. 3 bonus making Tls. 8 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904 }	6 1/2%	Tls. 121 buyers Tls. 47 sellers Tls. 120 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 67,300 }	Tls. 720	None		Tls. 12 buyers
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	{ Tls. 67,300 none \$1,247 }	Tls. 5,150	Final of \$1.70 making \$3.50 for 1904	5 1/2%	\$54
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none none none }	\$1,247			
West Point Building Company, Limited	14,500	\$50	\$50	{ none none none }				
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none none none }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	9 1/2%	Tls. 413 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none none none }	\$21,862	50 cents for the year ending 31.7.04	3%	\$16 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,327 none Tls. 8,115 }	Tls. 13,629	Interim of 3 1/2 a/c 1898		Tls. 421
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 35,327 none Tls. 23,050 }	Tls. 10,000	Interim of 4 1/2 a/c 1898 on 6,000 shares		Tls. 46 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115 Tls. 23,050 }	Tls. 23,050	4 1/2 for 1897		Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$20	{ none none none }	Dr. P. 2,584	\$125 for year ending 30.6.1900		\$100
Philippine Company, Limited	7,500	\$10	\$10	{ none Tls. 24,820 Tls. 25,000 }		First year		\$93 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2%	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none none none }	\$161	First year		\$125 buyers
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none none \$8,000 }	\$183	6d. per share for 1903	5%	\$13 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$8,000 Nil. }	Nil.	\$3 for 1904	8 1/2%	\$12 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 718 Tls. 30,000 }	Tls. 718	\$1 for 1904	8%	Tls. 64 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 none \$3,739 }	\$3,739	None		\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ none \$8,000 \$1,811 }	\$1,811	80 cents for 1904	9 1/2%	\$17 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 \$2,706 \$400,000 \$500,000 }	\$2,706	\$14 for year ending 31.7.1903	7 1/2%	\$100
Wary Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$2,706 \$400,000 \$500,000 }	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2%	\$26 1/2
Fraser and Neave, Limited	4,500	\$50	\$50	{ \$400,000 \$500,000 \$186,000 }	\$95,954	\$2 for 1904	7 1/2%	\$26 1/2
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$186,000 \$25,394 \$3,000 }	\$75,551	Final of \$1 1/2 making \$2 1/2	9 1/2%	\$27 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$25,394 \$3,000 }	\$8,188	£1 div. and 2/- bonus for 1904	7%	\$170 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ \$3,000 none none }	\$1,747	\$1.00 for year ending 30.4.1904	5 1/2%	\$17 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$5	{ none \$50,000 \$56,000 \$60,000 }	\$2,796	\$15 for year ending 30.11.1904	7%	\$212 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$56,000 \$60,000 }	\$5,356	Final of \$13 making \$17 for 1904	7%	\$243 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$60,000 \$11,137 }	\$11,137	\$10 for 1904	7%	\$153 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$60,000 \$299 }	\$299	Final of 70 cts. and 30 cts. bonus making \$1.00 for the year ended 30.9.04	12%	\$16
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$299 \$475,000 \$475,000 \$475,000 }	\$475,000	\$8 for 1904	6%	\$135 buyers
Kats Brothers, Limited	10,000	\$100	\$100	{ \$475,000 \$475,000 \$475,000 }	\$475,000	Interim of \$5	7 1/2%	\$145 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ \$475,000 Tls. 528,210 Tls. 19,465 }	\$475,000	£10 for 1904	10 1/2%	Tls. 210 sellers
Matchless for Mijns, Bosch en Landbouwer- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 none none }	Tls. 35,849	\$2 for year ended 31.10.1904	9%	\$33
Maynard and Company, Limited	3,400	\$10	\$10	{ none none none }	Dr. Tls. 117,638	Tls. 5 for 1902	9%	Tls. 25
Mondon, (E. L.) Limited	7,600	Tls. 50	Tls. 50	{ none \$5,000 none }	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9%	\$54 sales
Moutrie (& Co.) Company, Limited	4,000	\$50	\$50	{ \$5,000 none none }	Dr. \$5,537	None		\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none Tls. 145,000 Tls. 108,172 }	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7%	\$122 1/2 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172 Tls. 45,000 Tls. 25,000 }	Tls. 10,247	Tls. 5 for 1903	6 1/2%	Tls. 82 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 25,000 Tls. 170,000 \$20,000 }	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	8%	Tls. 170 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 170,000 \$20,000 none }	Tls. 17,220	Final of 37 1/2 making 57 1/2 for 1904	7 1/2%	Tls. 450 buyers
Shanghai Waterworks Company, Limited	7,500	£20	£20	{ Tls. 170,000 \$20,000 none none }	\$1,762	\$64 for year ending 31.7.1904	7 1/2%	\$80 sellers
Singapore Dispensary, Limited	600	\$50	\$50	{ \$20,000 none none none }	Dr. \$6,668	None		\$85
South China Morning Post, Limited	6,000	\$25	\$25	{ none \$5 \$5 \$5 }	\$6,668	60 cents for year ended 31.5.04	7 1/2%	\$85 buyers
Team Laundry Company, Limited	5,000	\$5	\$5	{ none \$5 \$5 \$5 }	\$6,668	First year		\$74 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	{ none \$5 \$5 \$5 }	\$6,668	\$10 for second half year 1904	13 1/2%	\$150 buyers
traits Trading Company, Limited	2,000	\$100	\$100	{ \$5,000 \$50,000 \$50,000 }	\$700	\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2%	\$142
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none Tls. 15,295 Tls. 4,000 }	Tls. 2,035	Tls. 2 for half year	7%	Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 Tls. 2,035 }	Tls. 2,035	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904	7%	Tls. 120 ex d.
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ Tls. 2,035 Tls. 4,000 \$100 \$4,802 }	\$100	50 cents for year ending 31.5.1904	10 1/2%	\$94 sales
Do. (Founders)	100	\$10	\$10	{ Tls. 4,000 \$100 \$100 \$100 }	\$100	\$25 for 1903	10 1/2%	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	{ \$100 \$30,000 \$30,000 \$30,000 }	\$100	\$1 for 1903	8%	\$8 sellers
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	{ \$30,000 \$30,000 \$30,000 \$30,000 }	\$6,000	Final of 50 cents making \$1 for 1904	10 1/2%	